

Discussion:

The Bay-Delta region is an area of high seismic activity. The San Andreas Fault system, which forms the boundary between the North American and Pacific tectonic plates, tends northwest through the area in a band approximately 50 miles wide (Chambers, 1994). Faults which are part of this system which have the potential to impact the project site include the San Andreas (approximately 40 miles from the site), the Hayward (15 miles), the Calaveras (20 miles), the Concord (one mile), the Clayton (10 miles) and the Green Valley (12 miles) Faults (Thomas Reid Associates, 1994). Large earthquakes were generated on the Hayward Fault in 1836 and 1868, and by the San Andreas Fault in 1838 and 1906 (Jennings, 1973). Because of the historical seismicity in the region and proximity of these active faults it is likely that strong ground shaking would occur on the site during the term of the renewed lease. (Thomas Reid Associates, 1994).

As shown on the Alquist Priolo Special Studies Zone Vine Hill Quadrangle of July 1, 1993, there are no active or potentially active faults that actually cross the project site. The nearest active fault is the Concord Fault, which lies concealed beneath Pacheco Creek approximately one mile to the east of the project (Thomas Reid Associates, 1994). With no active faults crossing the site, there should be no impact from fault rupture.

The wharf that serves the Marine Terminal extends from the south shore of Suisun Bay out into the main channel. Water depth at the end of the pier is about 35 feet. Bottom samples taken in 1974 show a shallow mud layer over firm sand (City of Martinez, 1974). Based on information from the California Division of Mines and Geology Special Report 97, there should be at least 20 feet of Younger Bay Mud over sandstone and shale bedrock. The piles for the pier are driven to bedrock, and should be firmly set in the Younger Bay Mud, which is resistant to liquefaction (City of Martinez, 1974).

B. Air. Will the proposal result in:

	No Impact	Less Than Significant Impact	Potentially Significant Impact		Insufficient Data
			Mitigation Identified	No Mitigation Identified--EIR	
1. Substantial air emissions or deterioration of ambient air quality?			X		
2. The creation of objectionable odors?		X			
3. Alteration of air movement, moisture or temperature or any change in climate, either locally or regionally?	X				

Explanation:

- 1.) Renewal of the lease would continue significant emissions from vessels transiting the San Francisco and Suisun Bays, as well as offshore of California. While the ship traffic is not anticipated